



KING ROAD DRAG IS FAVORED

Hundreds of Farmers of Colorado Have Pledged Themselves to Make Use of Implement.

State Highway Commissioner T. J. Ehrhart of Colorado has announced that the state will pay half the cost of split-log drags to all counties which will furnish these drags free to farmers and others pledging themselves to use them on their roads. This action followed the strong impression made on the highway commission by the D. Ward King method of road building, as demonstrated at the King road rallies held recently at Castle Rock, Littleton, Golden, Denver, Brighton, Loveland, Greeley, Fort Morgan, Fort Collins and Cheyenne. Governor Ammons was a regular attendant at the meetings and enthusiastically indorses the system.

Hundreds of farmers have already pledged themselves to use the drags, and as a result it is predicted that ruts, bumps and mudholes in the roads in this section of the state will soon be things of the past, just as this Missouri farmer's method transformed the dirt roads of Iowa and a dozen other states at practically no expense.

The following is King's condensed formula for building and maintaining a perfect road with the split-log drag:

"Build a King drag according to instructions. After the first rain, while the dirt is still moist but not sticky, hitch the team to the drag so that the drag will follow the team at an angle of about 45 degrees. Drive with one horse on each side of the wheel track to your neighbor's front gate toward town and come home over the other wheel track, smoothing the road and moving a small amount of earth toward the middle.

"After the next rain or wet spell go again. Repeat this after each storm until the surface touched by the drag is smooth and is slightly higher in the center than at the sides.

"Plow a shallow furrow (please notice the word 'shallow') just outside the dragged portion of the road, turning the furrow into the dragged portion. Spread this furrow (notice the word 'spread') over the road toward the center with the drag. When you finish the roadway will be about two feet wider and the middle will be a little higher.

"After the next rain or storm plow again and drag again, adding two feet more to the width and building the road still a little higher in the center. Only plow one furrow between rains. When the road becomes wide enough, quit plowing. Never drag except when the soil is moist.

"This formula is guaranteed to produce results."

A government bulletin giving instructions for making and using the King drag may be obtained by anyone desiring to use it on his roads by addressing the agricultural department at Washington.

MAINTENANCE IS ESSENTIAL

Large Portion of Money Expended for Improvements is Wasted—Road Building an Art.

Logan W. Page, chief of the office of public roads of the department of agriculture, is bending every energy to impress upon the people of the country that maintenance and effective repair are of equal importance with the actual improvement of bad roads. Investment of money in new roads does not become real economy until provision is made for keeping



Southern Road Well Cared For.

these new roads in condition after they are built. If a new road is built and then allowed to fall into disrepair, much of the original invest-

ment is simply wasted.

Quite frequently the office of public roads, when called upon for assistance by the various states, points out that road building is an art based on a science, and that trained men and experienced men are necessary to secure the best results from the expenditure of road funds.

Statisticians have figured out that although the average expenditure on the improvement of roads exceeds \$1,000,000 a day, a large portion of it is wasted because of the failure to build the right type of road to meet local requirements or the failure to provide for the continued maintenance of the improvement.

Behold—An Advertisement!

I came into being as the unspoken language came; slowly, gradually, and to meet an urgent need. I have been worked for evil, but mostly I have worked for good. I can still be worked for evil, but each day it grows more difficult to do.

I am at once a tool and a living force. If you use me wisely, I am a tool in your employ. If you misuse me, my double edge will injure or destroy you. If you do not use me I am a force that works ever against your accomplishment of the aims and purposes that animate your business.

I speak a thousand tongues and have a million voices. I am the ambassador of civilization, the handmaiden of science, and the father of invention. I have peopled the prairie, and with my aid commerce has laid twin trails of gleaming steel in a gridiron across the continent, and stretched a network of copper into the far corners of the globe.

I am the friend of humanity—for I have filled the commoner's life with a hundred comforts denied the king of yesterday. I have brought clean food, healthful warmth, music, convenience and comfort into a hundred million homes.

I laugh at tariffs and remake laws.

I have scaled the walls of the farmers' isolation and linked him to the world of outer interests. I build great factories and people them with happy men and women who love the labor I create. I have made merchant princes out of corner shopkeepers, and piled the wealth of a Monte Cristo into the laps of those who know my power.

I am a bridge that cancels distance and brings the whole world to your doors, ready and eager to buy your wares. I find new markets and gather the goods of the world into a handful of printed pages.

I am either the friend or the foe of Competition—so he who finds me first is both lucky and wise.

Where it cost cents to hire me yesterday, it costs quarters today and will cost dollars tomorrow. But whosoever uses me had best have sense, for I repay ignorance with loss and wisdom with the wealth of a Croesus.

I spell service, economy, abundance and opportunity, for I am the one and only universal alphabet. I live in every spoken word and printed line—in every thought that moves man to action and every deed that displays character.

I am Advertising!

Heavyweight Takes Light Brisk. Winton, Conn.—Henry A. Hurlbut, a councilman, was married a few days ago to Miss Roxana Spooner. Hurlbut weighs 405 pounds. His bride tips the scales at 99.

Kills Dog and Self. St. Louis—Miss Nellie Wright, a spinster, killed her pet dog in order that she might "take it to heaven with her" and then committed suicide.

Auto Makes Difference. The road question looks different to a man after he has bought an auto.

Bring Both Together. Good roads bring the producer and consumer in personal contact.

Good Road Benefits. Good roads mean good schools; good schools good citizenship.

Squab Broilers. Squab broilers must not weigh over three-quarters of a pound each; generally a half pound is most acceptable. Price is stickler.

The farmer believes in good roads, but he doesn't feel that he has the price.

WELCH & TITSWORTH

CAPITAN, N. M.

When in need of considerable quantities of goods, get our prices before buying. We are also anxious to get your small orders.

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Write for drawings and prices

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IT SURPRISED HIM.



Dickson—Yes, they asked Jawly's wife to say a few words at the subscription meeting.

Wickson—Of course she refused. Dickson—Why, no, she accepted. Wickson—I didn't suppose anybody lived who would dare to limit Jawly's wife to a few words.

THE "PRUDENT" YOUNG MAN BEGINS THE YEAR RIGHT HE STARTS A BANK ACCOUNT



HAPPY NEW YEAR

Young Man—just stop a moment and THINK

You cannot SPEND your money and HAVE it too.

Resolve to QUIT your foolish extravagance and to save the money you earn with your labor or in your business. The one and ONLY way to get ahead in life is to regularly put money in the bank and let it STAY there and not be tempted to invest in disastrous GET-RICH-QUICK speculation.

Make OUR bank YOUR bank
We pay four per cent interest on Certificates of Deposits.

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"THE HOME OF GOOD PICTURES"

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Complete Change of Program Each Night

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